

[illegible][illegible][illegible]

The map displays the following details:

- Geological Features:** Various geological units are labeled, including "HIGGS AIRFIELD (S)", "BOS & LARFON (S)", "METHUEN BRIDGE", "WATSON SCOTT & WHELAN MED CITY CEMENT WORKS", "GRAPESIDE", "STATION", "RIVER", "LAKES", "DRAINAGE", "ROAD", "RAILWAY", "CANAL", "TUNNEL", "BRIDGE", "GATE", "POND", "LAKE", "CREEK", "STREAM", "DITCH", "FENCE", "HEDGE", "BANK", "CLIFF", "SCLOPE", "VALLEY", "HILL", "MOUNTAIN", "PLATEAU", "PLAIN", "FLOOR", "BASIN", "DEPRESSION", "POSS", "PIT", "QUARRY", "MINE", "WORKS", "FACTORY", "BUILDING", "HOUSE", "VILLA", "MANOR", "CASTLE", "FORT", "BARRACKS", "ARMY CAMP", "NAVY YARD", "AIRPORT", "STADIUM", "THEATRE", "CINEMA", "SHOPPING CENTRE", "MARKET PLACE", "PUBLIC HOUSE", "RESTAURANT", "HOTEL", "OFFICE BUILDING", "INDUSTRIAL ESTATE", "BUS STATION", "TRAIN STATION", "AIRPORT", "SEASIDE PROMENADE", "BEACH", "PIER", "BOAT HARBOUR", "DOCK", "WHARF", "WAREHOUSE", "SHIP YARD", "MARINA", "FISHERIES", "FARM", "CATTLE RANGES", "SHEEP FOLD", "HORSE RACING TRACK", "GOLF COURSE", "CRICKET PITCH", "FOOTBALL PITCH", "SWIMMING POOL", "TENNIS COURT", "GYMNASIUM", "LECTURE THEATRE", "CONCERT HALL", "MUSEUM", "LIBRARY", "POST OFFICE", "POLICE STATION", "FIRE STATION", "HOSPITAL", "NURSING HOME", "PRISON", "JAIL", "GAOL", "BARRACKS", "ARMY CAMP", "NAVY YARD", "AIRPORT", "STADIUM", "THEATRE", "CINEMA", "SHOPPING CENTRE", "MARKET PLACE", "PUBLIC HOUSE", "RESTAURANT", "HOTEL", "OFFICE BUILDING", "INDUSTRIAL ESTATE", "BUS STATION", "TRAIN STATION", "AIRPORT", "SEASIDE PROMENADE", "BEACH", "PIER", "BOAT HARBOUR", "DOCK", "WHARF", "WAREHOUSE", "SHIP YARD", "MARINA", "FISHERIES", "FARM", "CATTLE RANGES", "SHEEP FOLD", "HORSE RACING TRACK", "GOLF COURSE", "CRICKET PITCH", "FOOTBALL PITCH", "SWIMMING POOL", "TENNIS COURT", "GYMNASIUM", "LECTURE THEATRE", "CONCERT HALL", "MUSEUM", "LIBRARY", "POST OFFICE", "POLICE STATION", "FIRE STATION", "HOSPITAL", "NURSING HOME", "PRISON", "JAIL", "GAOL".
- Infrastructure:** The map shows a network of roads, railways, canals, and drainage systems.
- Topography:** Contour lines indicate elevation changes across the landscape.
- Scale:** A scale bar at the bottom indicates distances in miles and feet.
- Legend:** A legend box provides symbols for various features like roads, railways, canals, and drainage.
- Coordinates:** Grid coordinates are provided along the top and left edges of the map.

[illegible]

This map segment displays a portion of Texas Highway 16, which runs horizontally across the top. Key locations and features include:

- Highway Numbers:** 16 (top), 110 (left side), 15 (center-right), and 14 (far right).
- Landmarks:** TEXAS HEALTH AZALE PARK, JEWETT TOWN, WATERFALLS, CANYON, and a large area labeled "Dedicated American Forest".
- Geographical Features:** A river or stream flows through the center, with a waterfall labeled "WATERFALLS". There are also several smaller bodies of water.
- Infrastructure:** Various roads and trails are shown, some with mileposts (e.g., 102.7, 98.0, 94.0, 90.0, 86.0, 82.0, 78.0, 74.0, 70.0, 66.0, 62.0, 58.0, 54.0, 50.0, 46.0, 42.0, 38.0, 34.0, 30.0, 26.0, 22.0, 18.0, 14.0, 10.0, 6.0, 2.0).
- Scale:** A scale bar at the bottom indicates distances in miles (0 to 10).

Map showing the location of the High Performance Military Facility (HPMF) relative to the Fort Belvoir and surrounding area. The HPMF is located within 120M of NPV. The map includes labels for various locations and infrastructure, such as the Fort Belvoir, the HPMF, and the surrounding landscape. The map also shows the location of the HPMF relative to the Fort Belvoir and the surrounding area.

This is a detailed geological map of the Fort Worth area, showing various geological units, faults, and topographic features. The map includes labels for 'BOWLAND FLD (2011)', '110', '15', '10', 'LANDMASTER FLD, L. NO. 1', 'MURPHY LAKE', and 'BOWLAND FLD (2011)'. It also shows 'TEXAS HEALTH & HOSPITALITY' and 'SOUTHWEST CUSTOM VENTURE'.

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**GTC DALLAS-FORT WORTH**  
APRIL 2011  
DRAFT - FOR DISCUSSION ONLY

**Legend:**

- Proposed Rail Alignment
- Existing Major Roadway
- Existing Transit Line
- Station Location
- Transfer Point

**Key Locations and Features:**

- Airport Station
- Downtown Station
- Green Line Extension
- Blue Line Extension
- Orange Line Extension
- Pink Line Extension
- Yellow Line Extension
- Light Blue Line Extension
- Dark Blue Line Extension
- Grey Line Extension
- Brown Line Extension
- Black Line Extension
- White Line Extension
- Light Grey Line Extension
- Dark Grey Line Extension
- Light Brown Line Extension
- Dark Brown Line Extension
- Light Black Line Extension
- Dark Black Line Extension

**Scale:** 0 to 1 Mile



CITY	HOSPITAL	LOCATION
ALLEN	PRESBYTERIAN	33° 07.02'N 96° 40.34'W
ARLINGTON	MEDICAL CENTER ARLINGTON	32° 41.55'N 97° 06.68'W
ARLINGTON	TEXAS HEALTH RESOURCES	32° 44.92'N 97° 07.33'W
AUREY	EMERGENCY ROOM AT MAGNOLIA	33° 13.22'N 96° 54.82'W
AZLE	TEXAS HEALTH RESOURCES	32° 52.80'N 97° 31.92'W
BEDFORD	H E B HOSPITAL	32° 50.01'N 97° 07.52'W
BEDFORD	NORTHEAST COMMUNITY HOSPITAL	32° 50.01'N 97° 08.85'W
BURLESON	TEXAS HEALTH RESOURCES	32° 29.85'N 97° 22.17'W
CARROLLTON	CARROLLTON RGML MEDICAL CENTER	32° 01.72'N 96° 53.22'W
DALLAS	BAYLOR UNIVERSITY MEDICAL CENTER DALLAS	32° 47.30'N 96° 46.81'W
DALLAS	MEDICAL CITY DALLAS EAST	32° 54.73'N 96° 46.05'W
DALLAS	MEDICAL CITY DALLAS HOSPITAL	32° 54.69'N 96° 46.50'W
DALLAS	METHODIST CHARLTON MEDICAL CENTER	32° 43.87'N 97° 20.80'W
DALLAS	METHODIST DALLAS MEDICAL CENTER	32° 45.63'N 96° 49.48'W
DALLAS	PARKLAND HEALTH & HOSPITAL SYSTEM	32° 48.68'N 96° 50.23'W
DALLAS	TEXAS HEALTH PRESBYTERIAN HOSPITAL DALLAS	32° 45.82'N 96° 48.68'W
DALLAS	TEXAS SCOTTISH RITE HOSPITAL FOR CHILDREN	32° 48.06'N 96° 48.95'W
DALLAS	VETERANS ADMINISTRATION	32° 41.50'N 97° 18.76'W
DALLAS	UTSW MEDICAL CENTER	32° 49.23'N 96° 51.02'W
DECATUR	COMMUNITY	33° 13.02'N 97° 36.02'W
DECATUR	REGIONAL HEALTH SYSTEM	33° 13.13'N 97° 35.50'W
DENTON	REGIONAL	33° 10.68'N 97° 05.56'W
DENTON	TEXAS HEALTH PRESBYTERIAN HOSPITAL DENTON	33° 13.08'N 97° 10.09'W
FT. WORTH	BAYLOR SCOTT & WHITE ALL SAINTS	32° 43.87'N 97° 20.80'W
FT. WORTH	COOK CHILDRENS	32° 44.30'N 97° 20.47'W
FT. WORTH	HARRIS HOSPITAL	32° 44.21'N 97° 20.29'W
FT. WORTH	HARRIS METHODIST SW	32° 39.41'N 97° 23.30'W
FT. WORTH	JOHN PETER SMITH EWAS BUILDING	32° 43.62'N 97° 19.60'W
FT. WORTH	PARKWAY SURGICAL	32° 53.46'N 97° 18.47'W
FT. WORTH	PLAZA MEDICAL CENTER	32° 44.08'N 97° 20.70'W
FT. WORTH	TEXAS HEALTH HUGULEY HOSPITAL	32° 53.26'N 97° 19.11'W
FT. WORTH	TEXAS HEALTH METHODIST ALLIANCE	32° 58.80'N 97° 18.53'W
FRISCO	MED CITY FRISCO	33° 09.01'N 96° 50.31'W
GRAND PRAIRIE	DALLAS/FORT WORTH MEDICAL CENTER	33° 03.97'N 97° 03.02'W
GRAPEVINE	BAYLOR SCOTT & WHITE MED CTR - GRAPEVINE	32° 56.05'N 97° 07.72'W
IRVING	BAYLOR HEALTH CENTER AT IRVING COPPELL	32° 52.78'N 96° 57.15'W
IRVING	BAYLOR SCOTT & WHITE MED CTR - IRVING	32° 50.08'N 96° 57.71'W
LEWISVILLE	MEDICAL CITY	33° 02.65'N 97° 00.32'W
MANSHFIELD	METHODIST MEDICAL CENTER	32° 34.03'N 97° 05.73'W
MC KINNEY	BAYLOR MEDICAL CENTER	33° 13.13'N 96° 41.00'W
MC KINNEY	EMERGENCY DEPT	33° 09.66'N 96° 38.18'W
MC KINNEY	MEDICAL CENTER	33° 12.80'N 96° 37.70'W
MESQUITE	COMMUNITY	32° 48.40'N 96° 39.30'W
MESQUITE	MEDICAL CENTER	32° 46.75'N 96° 36.07'W
MIDLAND	METHODIST MEDICAL CENTER	32° 28.23'N 96° 58.28'W
NORTH HILLS	MEDICAL CENTER	32° 49.58'N 97° 12.77'W
PLANO	BAYLOR SCOTT & WHITE MED CTR - PLANO	33° 00.81'N 96° 47.40'W
PLANO	CHILDRENS MEDICAL CENTER PLANO	33° 04.77'N 96° 48.01'W
PLANO	TEXAS HEALTH PRESBYTERIAN	33° 02.61'N 96° 50.25'W
PLANO	UTCA MEDICAL CENTER	33° 01.27'N 96° 45.97'W
PLANO	MCP	33° 01.36'N 96° 46.00'W
PROSPER	COOK CHILDRENS NORTH CAMPUS	33° 12.28'N 96° 52.18'W
RICHARDSON	CARROLLTON RGML	32° 58.51'N 97° 43.56'W
ROCKWALL	PRESBYTERIAN HOSPITAL	33° 03.07'N 96° 27.87'W
ROWLETT	BAKER SCOTT & WHITE MEDICAL CENTER - LAKE POINTE	32° 55.04'N 96° 50.51'W
WILLOW PARK	TEXAS HEALTH CENTER	32° 44.70'N 97° 39.70'W

CONTROL TOWER FREQUENCIES ON DALLAS-FT WORTH HELICOPTER ROUTE CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"MON-FRI" indicate Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
ADDITION	0700-2100	126.625 (126.625)	121.875	133.4
ARLINGTON MUNI	0700-2100	126.625 (126.625)	121.875	133.4
DALLAS EXEC	0700-2100	127.25 (127.25)	119.475	126.35
DALLAS-FORT WORTH INTL	CONTINUOUS	124.15 (124.15) (W)	121.63 (121.63) (E)	123.775 (ARR)
DALLAS LOVE FLD	CONTINUOUS	126.56 (126.56)	121.75 (121.75)	120.15
DENTON ENTERPRISE	0600-2200	119.95	123.95	
FORT WORTH MEADOWLAND INTL	CONTINUOUS	118.3 (118.3)	120.7	
FORT WORTH NAS JRB (CARSWELL FLD)	0700-2300 MON-FRI 0700-1700 SAT-SUN C/T BY NOTAM	120.95 269.325 121.675 279.575	351.675	
GRAND PRAIRIE MUNI	0700-2000	124.625	119.475	120.025
MC KINNEY INTL	0600-2200	118.625	121.875	119.925
MESQUITE METRO	0700-2100	120.3	118.85	
PEROT FLD/FORT WORTH ALLIANCE	CONTINUOUS	135.15 357.6 120.625 (HELI)	132.65 306.2	126.925

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DALLAS-FORT WORTH CLASS B	118.1 (306.95) (RW) 123.975 (379.5) (W) 124.3 (282.275) (NE) 125.2 (343.65) (SE)	CONTINUOUS

\*ARINC Holo Traffic Monitoring Frequency - 123.02

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

FOR PROCUREMENT: For digital products, visit [http://www.faa.gov/air\\_traffic/light\\_info/aeronav/digital\\_products/](http://www.faa.gov/air_traffic/light_info/aeronav/digital_products/)

For a list of approved FAA Print Providers, visit our website at: [http://www.faa.gov/air\\_traffic/light\\_info/aeronav/print\\_providers/](http://www.faa.gov/air_traffic/light_info/aeronav/print_providers/)

REPORTING CHART ERRORS--

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at <http://faa.gov/gaia/> prior to contacting us via toll free number at 1-800-638-8872 or visit [https://www.faa.gov/air\\_traffic/light\\_info/aeronav/data/](https://www.faa.gov/air_traffic/light_info/aeronav/data/) or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

ATTENTION --

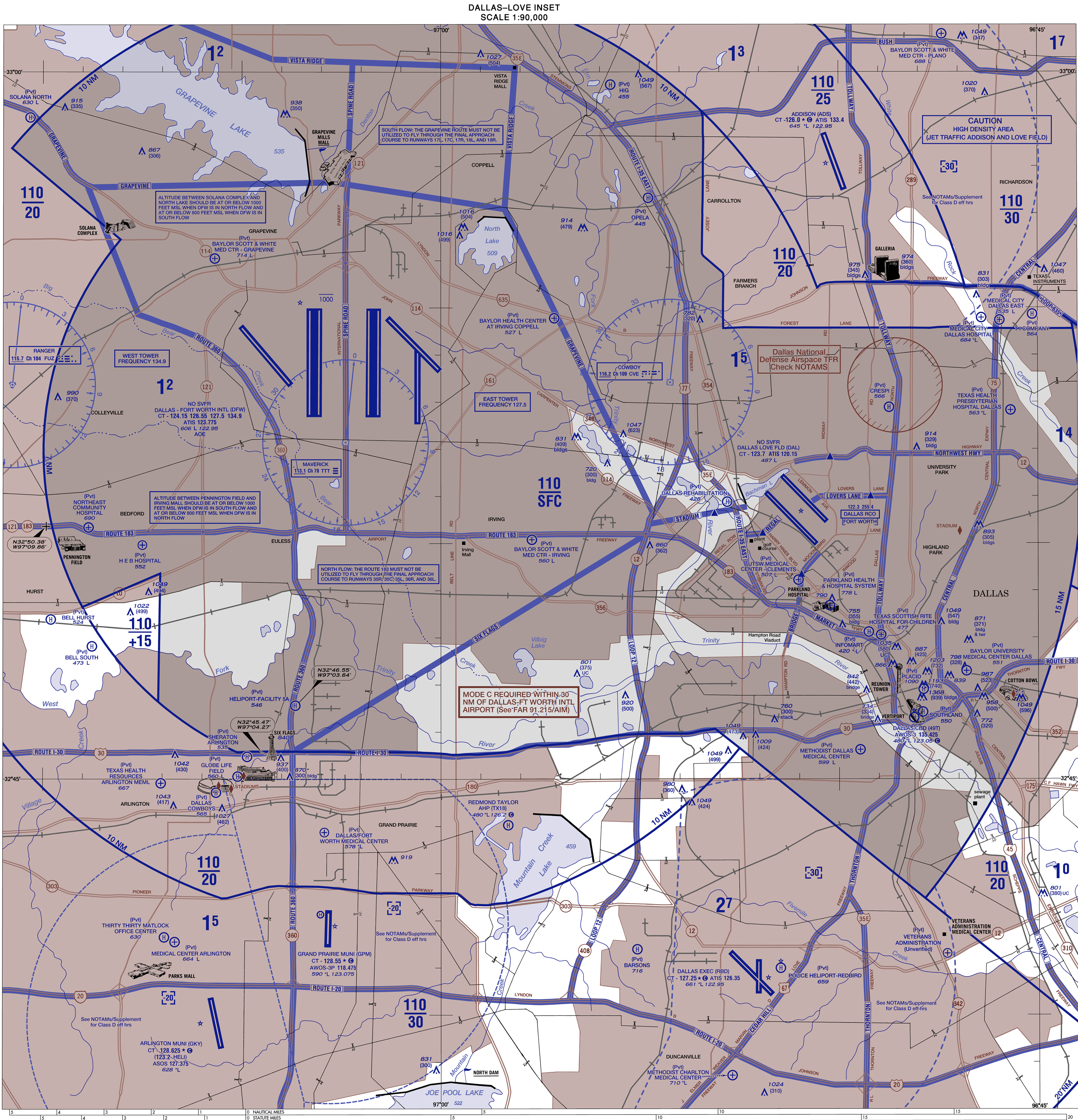
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flies are dispersed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class C Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.



DESCRIPTION OF DFW METROPLEX HELICOPTER ROUTES

EAST-WEST ROUTES

BUSH: FROM THE INTERSECTION OF HIGHWAY 78 AND HIGHWAY 190, WEST ON HIGHWAY 190 TO THE INTERSECTION OF I-35 EAST.

I-20: BEGINNING AT WEST EDGE OF CHART AND I-20, PROCEED EAST ON I-20 TO EAST EDGE OF CHART AND I-20.

I-30: BEGINNING AT THE I-20-I-30 INTERSECTION WEST OF FORT WORTH, PROCEED EAST ON I-30 TO THE EAST EDGE OF CHART NEAR ROCKWALL.

ROUTE 183: BEGINNING AT THE I-35 WEST AND NORTH LOOP - 820, PROCEED EAST ON HIGHWAY 183 (AIRPORT FREEWAY) TO THE INTERSECTION OF LOOP-12 AND HIGHWAY 183, THEN ALONG THE FREEWAY DIRECT TO THE INTERCHANGE AT I-35 EAST. [NOTE: ALTITUDE BETWEEN PENNINGTON FIELD AND IRVING MALL (BELT LINE ROAD) SHOULD BE AT OR BELOW 1000 FEET MSL WHEN DFW IS IN SOUTH FLOW AND AT OR BELOW 800 FEET MSL WHEN DFW IS IN NORTH FLOW.]

VISTA RIDGE: FROM HOANOKIE PROCEED TO THE NORTHWEST CORNER OF GRAPEVINE LAKE. PROCEED ALONG THE NORTH SHORE OF GRAPEVINE LAKE TO A POINT NORTH OF THE GRAPEVINE GOLF COURSE (NORTH END OF GRAPEVINE RESERVOIR DAM), THEN DIRECT TO VISTA RIDGE MALL. PROCEED SOUTH TO THE NORTH LAKE. [NOTE: EASTBOUND ODD ALTITUDES, WESTBOUND EVEN ALTITUDES.]

NORTH-SOUTH ROUTES

CENTRAL: FROM THE SOUTH EDGE OF THE CHART AND I-45, NORTH ON I-45 TO NORTH CENTRAL EXPRESSWAY (HIGHWAY 75), NORTH ON HIGHWAY 75 TO THE INTERSECTION OF HIGHWAY 121.

DALLAS TOLLWAY: FROM I-35 EAST AND THE TOLLWAY, NORTH ALONG THE DALLAS NORTH TOLLWAY TO THE INTERSECTION OF HIGHWAY 121.

I-35 EAST: FROM I-35 EAST AND I-30 (NEAR DALLAS VERTIPORT), NORTHWEST ON I-35 EAST TO THE INTERSECTION WITH I-35 IN DENTON.

LOOP-12: BEGINNING AT THE INTERSECTION OF HIGHWAY 408 AND I-20, PROCEED NORTH ON 408 AND LOOP-12 TO I-35 EAST (NORTH OF THE INTERSECTION OF LOOP-12 AND HIGHWAY 183).

LOOP-635: BEGINNING AT LOOP-635 AND I-20, PROCEED NORTH AND NORTHWEST ON LOOP-635 TO THE NORTH DALLAS TOLLWAY (GALLERIA OF HIGHWAY 360 AND HIGHWAY 287, NORTH ON HIGHWAY 360).

ROUTE 360: FROM THE INTERSECTION OF HIGHWAY 360 AND HIGHWAY 287, NORTH ON HIGHWAY 360 TO THE INTERSECTION OF HIGHWAY 121, WEST ALONG BIG BEAR CREEK TO THE RAILROAD TRACK, THEN DIRECT TO THE SOLANA COMPLEX.

SPINE ROAD: BEGINNING AT THE VISTA RIDGE ROUTE, PROCEED SOUTH TO THE GRAPEVINE MILLS MALL, THEN ALONG THE INTERNATIONAL PARKWAY TO THE INTERSECTION OF ROUTE 183 [NOTE: ALTITUDE SHOULD BE AT OR BELOW 1000 FEET MSL.]

DIAGONAL ROUTES

CEDEAR HILL: FROM THE INTERSECTION OF I-35 EAST AND HIGHWAY 67 SOUTH-WEST ALONG HIGHWAY 67 TO THE INTERSECTION OF HIGHWAY 120 IN MIDLOTHAN.

GRAPEVINE: BEGINNING AT THE INTERSECTION OF LOOP-12 AND HIGHWAY 183, PROCEED NORTH-WEST TO THE NORTH LAKE. PROCEED TO GRAPEVINE MILLS MALL, THEN DIRECT TO THE SOLANA COMPLEX. [NOTE: ALTITUDES BETWEEN THE SOLANA COMPLEX AND THE NORTH LAKE SHOULD BE AT OR BELOW 1000 FEET MSL WHEN DFW IS IN NORTH FLOW, AND AT OR BELOW 800 FEET MSL WHEN DFW IS IN SOUTH FLOW.] PROCEED ALONG HIGHWAY 114 TO I-35 AND THE TEXAS MOTOR SPEEDWAY.

MANSHIELD: FROM THE INTERSECTION OF I-20 AND HIGHWAY 287, SOUTH-EAST ALONG HIGHWAY 287 TO THE INTERSECTION OF HIGHWAY 67 IN MIDLOTHAN.

SIX FLAGS: BEGINNING AT HIGHWAY 360 AND I-30, PROCEED DIAGONALLY NORTH-EAST TO THE INTERSECTION OF LOOP-12 AND HIGHWAY 183.

DALLAS-LOVE

ARRIVAL/DEPARTURE ROUTES

[NOTE: ALL ROUTES INTO AND OUT OF THE DALLAS-LOVE FIELD ARE NOISE SENSITIVE. RECOMMENDED ARRIVAL ALTITUDE IS 1500 MSL. AS LONG AS PRACTICAL, CONSIDER ALL APPROPRIATE METHODS OF NOISE REDUCTION WHEN OPERATING ON THESE ROUTES.]

BRIDGE: FROM OVER THE INWOOD ROAD/HAMPTON BRIDGE ON THE TRINITY RIVER PROCEED NORTH ALONG INWOOD TO STEWAMONS FREEWAY, THENCE DIRECT TO THE INTERSECTION OF MOCKINGBIRD LANE AND HARRY HINES BOULEVARD (IDENTIFIED BY THE TWO LOOPED CLOVELEAF ROUTES ON THE WEST SIDE OF HARRY HINES). HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA MOCKINGBIRD LANE.

LOVERS LANE: FROM THE TOLLWAY ALONG LOVERS LANE TO INWOOD ROAD AND HOLD FOR FURTHER CLEARANCE. FROM INWOOD ROAD THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA LOVERS LANE.

MARKET: FROM OVER MARKET HALL (INTERSECTION OF STEWAMONS FREEWAY AND THE DALLAS NORTH TOLLWAY) PROCEED NORTHWEST VIA STEWAMONS TO INWOOD ROAD, THENCE DIRECT TO THE INTERSECTION OF MOCKINGBIRD LANE AND HARRY HINES BOULEVARD (IDENTIFIED BY THE TWO LOOPED CLOVELEAF ROUTES ON THE WEST SIDE OF HARRY HINES). HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA MOCKINGBIRD LANE.

NORTHWEST HWY: FROM THE INTERSECTION OF NORTHWEST HIGHWAY AND THE DALLAS NORTH TOLLWAY PROCEED WEST ALONG NORTHWEST HIGHWAY (LOOP-12) TO MIDWAY ROAD AND HOLD FOR FURTHER CLEARANCE. FROM MIDWAY ROAD THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA NORTHWEST HIGHWAY TO INTERCEPT FINAL AND STRAIGHT-TO RUNWAY 18.

REGAL: FROM OVER STEWAMONS FREEWAY PROCEED EASTBOUND ALONG REGAL ROW TO HARRY HINES BOULEVARD AND HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA BURBANK. [BURBANK IS THE EXTENSION OF REGAL ROW EAST OF HARRY HINES].

STADIUM: FROM OVER THE INTERSECTION OF LOOP-12 AND HIGHWAY 183 PROCEED EASTBOUND DIRECT TO THE FISHING HOLE (SKIL LAKE) AND HOLD FOR FURTHER CLEARANCE. FROM THE FISHING HOLE THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA SHORECREST.

THE DEPARTURE ROUTES SHALL BE THE REVERSE OF THE ARRIVAL ROUTES EXCEPT WHEN DEPARTING ON TOLLWAY ROUTE WHEN TRAFFIC IS IN A SOUTHEASTERLY FLOW (I-30/R). THEN DEPARTURE MAY BE VIA MOCKINGBIRD LANE UNTIL REACHING THE TOLLWAY.

\*ARINC Holo Traffic Monitoring Frequency - 123.02

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING AIR TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE PILOTS FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMS and see AIM for details.